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(d) Mr. Halaby indicated that this approach would delay the SST program at least a month and would be hard to explain to the public. He was cognizant of and concerned about the possible compromise of the intelligence mission of Project OXCART and agreed that there was no easy answer to the problem. OSA has recommended that extra care be taken not to surface the OXCART Program nor permit its technical knowledge to leak to the press prior to Mr. Halaby's return from overseas.

(2) Small Supersonic Transport

(a) Another subject covered with Mr. Halaby was the possibility of using airframe #16 (the last of the [] Aircraft) to build a small supersonic transport. He was considerably impressed with the prospect and indicated that he wished to discuss the matter further upon his return.

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(b) The question of whether or not the aircraft would have to be FAA-certified and civilian-registered would have to be answered. If these steps are necessary, they would delay the project and eliminate the advantage of such an exercise. A follow-up with Mr. Halaby will be made shortly after the first of the New Year.

b. Possible Compromise of C Triple Prime Camera.

A memorandum on the security implications of the CORONA C''' Camera flown in a U-2 has been sent to the USIB Chairman from [] made no blunt recommendations but stated that while there appeared to be no characteristics in the 112 Camera system (because of the many modifications) that would prove the system to be adapted from satellite systems, deductions by the Soviets upon capture and analysis would indicate optical performance, weight, shape, size, photographic scale, and, thus, relationship to the THOR/AGENA satellites.

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c. AF/NASA Work on Reconnaissance Systems.

25X1A The question of Agency versus Air Force in the satellite reconnaissance field came up again last week during contacts with [REDACTED] of the Space Systems Division. The desires of the Director concerning the extent of Agency involvement in both the [REDACTED]

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[REDACTED] have been requested. Knowledge of the Director's latest thoughts on the matter would permit OSA to plan active participation in the payload aspects of these programs, in addition to contracting and security, or to withdraw entirely from a function in which we have no active participation or control.

2. OX CART PROGRAM.

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b. Third J58 Aircraft Received. Aircraft #130 was delivered to our [REDACTED] December 1963. This brings the count to three operational OXCART aircraft (J58 powered) and one OXCART trainer (J75 powered, two-seat version). The fourth J58 vehicle is scheduled for delivery on 16 December.

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c. Problems Requiring Resolution.

(1) Of primary interest in the OXCART development program are performance deficiencies related to the airframe and the propulsion system. While the performance of the varied subsystems is important, this refinement, if not accomplished concurrently, can follow closely behind achievements realized in the major fields. In addition to those listed below, other problems as yet unsurfaced by prolonged periods at high speed and high altitude will be involved.

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(2) Several known major areas are as follows:

(a) The present inlet configuration which has proved to be a reasonable success in aircraft #121 requires additional flight and wind tunnel tests before the refinements can be incorporated in other aircraft.

(b) The ejector requires modification to provide more efficient operation while climbing in the transonic regime.

(c) Safety margin for the inlet control system must be increased to reduce the possibility of disgorging the shock-wave at high speeds.

(d) Automatic turbine temperature controls must be improved to eliminate excessive hand trimming during flight.

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[REDACTED] and high altitude flights must be accomplished to determine the effect of heat soak in the environment of planned operations.

(f) Aircraft capabilities must be determined in terms of mission performance -- range, altitude, speed, reliability, etc.

(3) Plans for the next steps to be taken in accomplishing these objectives are to be discussed at the next suppliers' meeting. In addition, testing, analysis, redesign, and improvement are continuing and definite progress is evident.

d. OXCO RT Support Aircraft.

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(1) The condition of the 1049-A Constellation which was obtained from the [REDACTED] for logistics and personnel support for [REDACTED] was deplorable. The lease listed one engine at "zero-time" and one as ready for overhaul. When received the latter was not a "ready for overhaul" engine but a "failed" engine. In addition, one propeller described as "serviceable" was found to be unserviceable. The cost of repair beyond that normally required is \$7,100.

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(2) While the lease contained no warranty clause, it is considered that the condition of the material received is not commensurate with that which should be expected. Restitution is being sought.

e. Office of Logistics Procurement Problems.

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(1) Messrs. [] met with Col. White, DD/S, to discuss the lack of timely support involving two EAD/OSA contracts required on the OXCART Program. These items are as follows:

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(a) A contract with ITT for services and modifications to Project [] aircraft, and

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(b) A proposed contract with Motorola (Phoenix) for a []

(2) The problems of delays of several months duration in applying new funds to a current contract and of new contract authorization cannot be tolerated in the light of the DX priority which has been assigned to the OXCART Program by the President.

(3) A memorandum is to be written to the Director of Logistics through the DD/S&T and the DD/S reiterating the urgency involved in the OXCART Program and suggesting that the Procurement Division forego some of the normal procedures used where time is not of the essence. Col. White agreed to lend his support in correcting this matter.

f. OXCART State-of-the-Art Briefing to Industry.

(1) The Chief Engineers of Lockheed, North American and Boeing were briefed on 10 December 1963 concerning the basic technology implicit in the OXCART Program. Mr. C. L. Johnson gave the briefing, escorted the group through the production line support facilities, and then discussed the program with a question and answer period lasting for about an hour.

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(2) None of the gentlemen requested further briefings at that time even though the door was left open in case of such an eventuality. None had prior knowledge of the program. They knew that Mr. Johnson was working on some project but had no idea that it was this sort and of this magnitude.

g. R-12 Mock-Up Meeting.

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(1) The problem of security of the OXCART [] Program arose in a disturbing manner in connection with the R-12 Mock-Up Meeting. Plans for the meeting had progressed so far that it was too late to cancel it. The total number of persons scheduled to attend from industry and the Government was 116. The problem of compartmentation and levels of clearance is extremely difficult in a meeting of this size and with so many suppliers represented.

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(2) A reassessment of the security methods used on the [] Program is being made. Concern over the matter was evidenced by General Carter, Mr. Cunningham, Col. Geary, [] Participants in the meeting were assembling in Los Angeles when the total number involved was made known to OSA Security.

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3. OPERATIONAL MISSIONS.

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a. Satellites. No new activity was developed during the week of the report. [] are scheduled for launches at []

b. IDEALIST.

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(1) Detachments. [] will resume its missions after their aircraft returns to commission around 18 December. The deployed units from the Edwards Detachment are at Ramey AFB [] and McCoy AFB []. Both programs are progressing well with no unusual events to report at this time.

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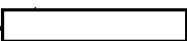


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Chief, Programs Staff
(Special Activities)

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